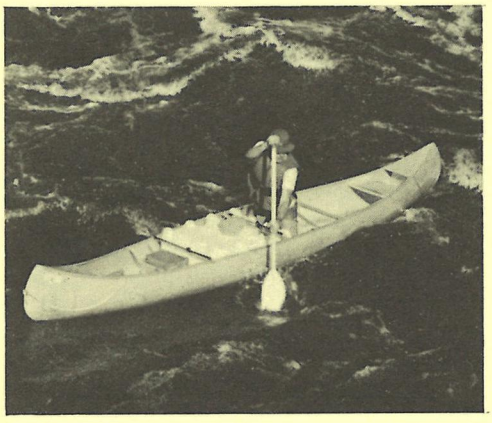
HUT

CANOEING IN THE MIDWEST

A PUBLICATION OF THE MINNESOTA CANOE ASSOCIATION

JUNE 1978



SWIMMING AT THE SHOWBOAT

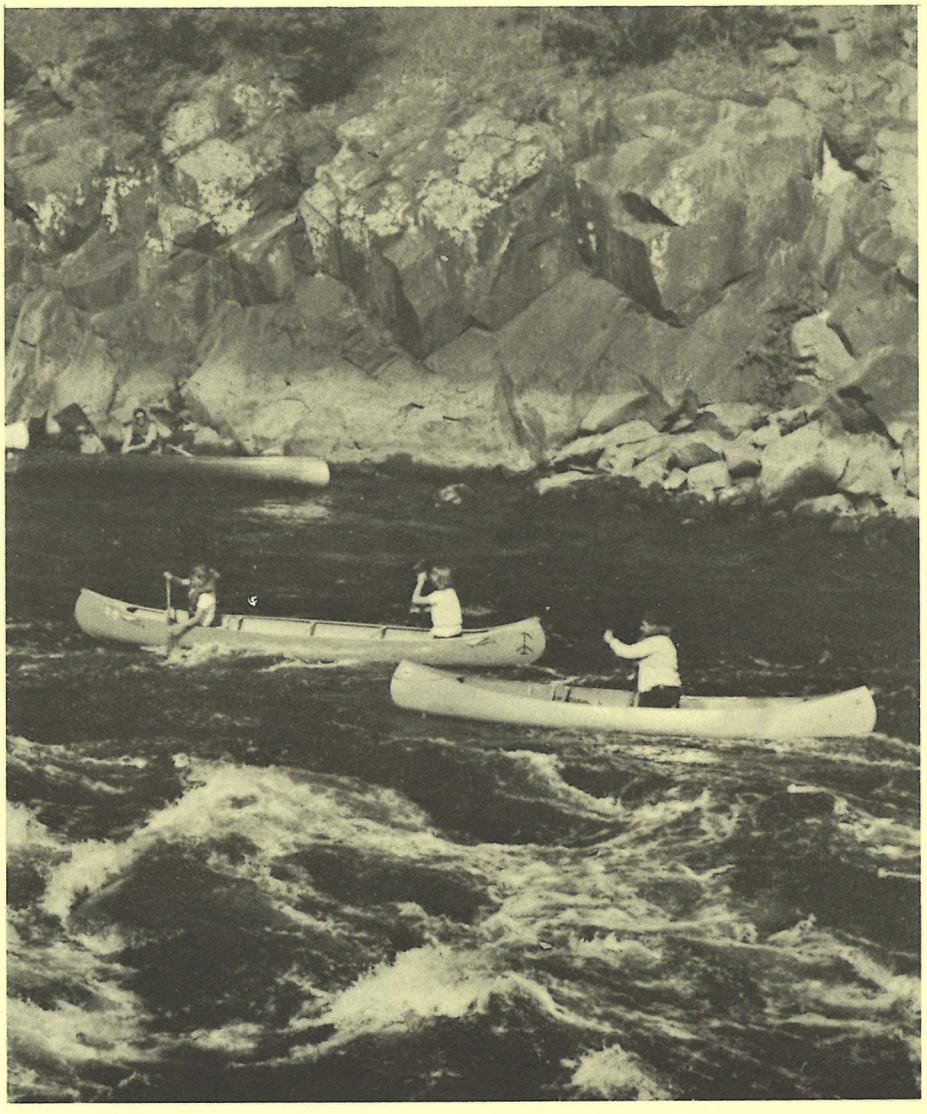
An assortment of 20 or so canoes showed up Saturday, May 6 at Showboat Landing for the first of 3 sessions on white water paddling. Of special note was one "well used" aluminum with gunwales that zigzagged every which way and not a 2 inch square of undented metal. Feeling considerably safer with our strip canoe we headed for the river. Needless to say the owner of that "experienced" canoe was our instructor, Ian Richards.

After Ian demonstrated the techniques of paddling sideways by means of the draw & pry strokes and making it look so easy, we all hopped into our respective canoes and under the watchful eyes of Ian, Bill Webb & Charlie Walsh, we practiced our own manuevers. The first of a series of swimmers was Darrell Foss and Larry Goerger in Darrell's strip canoe only a few feet from shore. Darrell said "hut", but Larry thought he had said "jump", so he did. Several others took a dip trying to steer around in circles or through the wiggle gate.

Lesson No. 2 is at Taylor's Falls on May 21 and I keep hearing from the stern that it's the bowperson's job to avoid the rocks. By lesson No. 3 on the Kettle River I may be looking for a new partner, a new canoe and a new sport! The time & patience & advice given to all by Ian, Bill & Charlie was appreciated.

Look out Cascaders – Here we come!! (problem is . . . . . we can't steer)

by Bonnie Kurth



Some of the action at Jan Richards' whitewater course, part two.

Mississippi River Canoe Classic June 24, 1978

SEE MISSISSIPPI MUD FOR DETAILS

"HUT" is the signal said by one canoer to his partner in order that both paddlers may switch sides in unison. This practice was originated by canoe racers of Minnesota in the late 1940's with the word "HUT" first used by Eugene Jensen, who still builds and races canoes. This swift and distinctive style of paddling has since been recognized as the most effective way to move a canoe by both recreational and racing paddlers.

HUT Magazine is published monthly by the Minnesota Canoe Association, Inc., a non-profit organization, and is distributed to more than 1500 members and numerous friends of the MCA across the nation. Our purpose is to distribute information about canoe sports and canoe camping, to preserve and promote wild rivers, to effect conservation of canoeable waterways, and to encourage canoeing as family recreation.

Statement of Policy: The Minnesota Canoe Association, Inc., cannot assume responsibility for the accuracy of the material presented by authors of the articles in the magazine. The pages of HUT! are offered as a clearing house of information and a forum for exchange of opinions, experiences, and ideas. The individual reader must evaluate this material for himself and use it as he sees fit. Every effort is made to present material of wide interest that will be of help to the majority.

Pictures (glossies), cartoons, art work, announcements, letters, and articles of all kinds which serve to promote the purposes of the MCA are cordially invited. Contributions should be typewritten, preferably double-spaced, and should be in the hands of the editor by the 15th DAY OF THE PREVIOUS MONTH. Contributions cannot be acknowledged and will be returned – usually within eight weeks – ONLY when requested and accompanied by a stamped, self-addressed envelope.

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by Lew Miller
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Within the Minnesota Canoe Association are several groups that have formed because of special interests or geographical location.

The Voyageur group owns two large canoes, 30 feet and 26 feet in length, has monthly cruises or meetings and enjoys paddeling the lakes and larger rivers. They will race anybody. The Marathon Chapter is made up of individuals who like to race. The MCA began out of the efforts and experience of these expert canoeists. The Cascaders are made up of gals and guys who are fond of white water and kayaks. They are a large active group that has activity meetings and cruises throughout the year.

Each of these groups has a small membership fee in addition to the MCA membership. If interested in one of the groups, contact the representative listed on this page or write care of the MCA.



CALENDAR

Cruising

JUNE 21 WEDNESDAY
Lob Pine Discount Nite for Club Members, 7–9 p.m.

JUNE 28 WEDNESDAY
Cascaders General Meeting at Logan Park. Program will feature a Volley Ball game and liquid refreshments.

JUNE 24 SATURDAY
Mississippi River Canoe Classic. See Mississippi Mud for details.

JUNE 25, SUNDAY
Jensen Handicap, See Mississippi Mud for details.

JULY 6, THURSDAY
Voyageur Chapter Meeting at John Wheeler's. Bring your own steak to fry



JULY 8 SATURDAY
Mississippi Lock Cruise from Showboat landing to Fort Snelling. Leave canoes and crews at Showboat landing by 9:30. Cars will then be driven to Fort Snelling and parked. A bus will return drivers to the landing. Cruise is expected to begin between 10:30 and 11:00.

JULY 8 - 9, SATURDAY, SUNDAY
Namekagon River from Otrgo to Riverside. Meet at Howell Bridge Campground on Saturday at 8:30. To find it, Go east on Hwy. 77 past Namekagon River, turn right at the first paved road (Burian Road), go south to the end of the paved road. Reservations required.

Walter B. Jones
488-4570

AUGUST 5, 6 SATURDAY, SUNDAY
Flambeau Days in Park Falls, Wis. A joint MCA, USCA, and WCA event. Free campground in Park Falls. Call Larry Johns 633-6734 for more information.

ATTENTION ALL BOAT BUILDERS

The third annual Minnesota State Fair Canoe Builders Contest will be held at the Creative Activities Exhibit Building on the State Fair grounds. The judging will be held at 7:00 p.m. on Friday, August 18.

REGISTRATION METHODS:

1 In person at the Exhibit Building on August 15, 16 from 10 a.m. to 7 p.m. and Thurs. Aug. 17 until 12 noon.
2 By Mail or telephone to:
Roger Geis
520 Dover St. N.E.
Minneapolis, MN 55432
Tel 784-4612(Only thru Tues., Aug. 15th)

Registration Information Needed:
1. Name 2. Address 3. Zip Code
4. Tel. No. 5. Lot No. 6. Boat description (kind, size, material, etc.)

Register In:
Lot No. 583 Wood Strip Open Canoe
Lot No. 583A Any other type of boat and material

THERE IS NO ENTRY FEE REQUIRED

All canoes entered must be received by time of judging. The top four canoes in each class are to remain on display for the duration of the Fair. All others are to be removed as soon as possible after the judging is completed.

RACING:

Minnesota Roulette is played by the Minnesota pro racers. It's a serious game, confusing and damaging to all paddlers. It is the tendency for racers to become dissatisfied and change partners every other training run. Last season three of our racers went home from Mt. Laurier rather than race the next week at Shawingan. The old pros seem to be fearful of making longer committments to a partner. Minnesota roulette is played because of insecurity. Every paddler is looking for that perfect partner. He doesn't exist. All paddlers have a flaw or two that just must be worked around. It is preferable to work with a single partner for longer periods of time. Experienced paddlers should show an interest in the new but untested racers.

Karl and Gene played the game a few years ago when they decided to race Shawinigan one week before the race. Their five or six training runs were far too few and they suffered for it.

Bonnie Peterson and Pam Hassel refuse to be taken in by the gamble and decided in February that they will race the '78 season together. One full season and they will be faster than most mens teams regardless of their handicap (they are too young).

Dan Murphy will be leading another Hell's Gate Cruise this summer if the water comes up to a navigable level. Let Dan know if you're interested, and he'll get in touch with you when the Kettle comes up. His number is 377-8224.

Charlie Walsh plans to paddle the Namekagon River in Wisconsin sometime this summer, but no date has been set yet. Call Charlie (646-6251) if you'd like to go.

If you have trouble contacting cruise leaders, or have any questions or comments about rivers or cruising, feel free to call me at 566-1984(H) or 633-6170 ext. 3231 or 5145(W). Note that my work number has changed since last month. The best time to call me is afternoons at work or early morning/ late evening at home.

SUMMER PADDLING: Organized cruises usually drop off during the summer, as rivers run low and people become involved in other activities. The local watering Hole is Taylor's Falls on the St. Croix, where paddlers can be found on just about every summer weekend and even some weekday evenings. Other popular rivers which are runnable most of the summer are the Bois, Brule, Flambeau, and Wolf, all in Wisconsin. Also the Vermillion in Minnesota. Tom Aluni (439-4236) or John Wexler (721-3806) can supply information on the Vermillion, and I can tell you about the others if you're unfamiliar with them.

There will likely be a number of trips on the Vermillion in June, and Larry Johns will be running a Flambeau trip the first weekend in August, to coincide with Flambeau–Rama Days in Park Falls, Wis.

Other rivers (Snake, Kettle, etc.) will come up briefly after heavy rains, and can provide some enjoyable mid-summer runs. If you'd be interested in knowing about any impromptu trips which come up this summer, give me your name and I'll try to keep you informed. Come Fall, given normal rainfall, most rivers will be up again and we'll be out again in force. In the meantime, I hope everyone has a safe and enjoyable summer, and I look forward to paddling with you.

by John Krack

Mississippi Mud

NEWSLETTER OF LONG DISTANCE RACING

MISSISSIPPI RIVER CANOE CLASSIC DETAILS

SCHEDULE & COURSE

10:00 – 11:00	Check in at Coon Rapids Dam. YOU MUST CHECK IN ONE HOUR BEFORE THE RACE!
12:00	Mass start of all canoes.
1:00	Teams arrive at Anoka bridge and loop one bridge pier.
1:50	Portage on east side of Coon Rapids Dam, 100 yards, between official flags.
3:20	Canoes pass south tip of Nicollet Island (clockwise direction) and head upstream.
3:45	Finish at Broadway bridge (southwest bank) Expected race time: 3 hours, 45 minutes.
6:00	Banquet and awards. Paddlers required to attend. Bring friends.

THE JENSEN HANDICAP

The Jensen Handicap will be Sunday, June 25th, at 12:00. You will want to attend–draw for your partner and BRING YOUR CANOE.

$1.00 entry fee per person.

SCHEDULE AND COURSE:

11–12:00	Registration for Handicap, 83rd Avenue North and west bank of the Mississippi River at the River Park.
12:00	Start of Jensen Handicap–teams paddle south to Durhams Island and return upstream to park. Finish is near the west side of the river between buoy and shore.
2:00	Picnic and awards after race.

AWARDS BANQUET

Arrangements have been made for our race party. Dinner tickets will be available at the registration table and after the race. All paddlers must attend for their awards. All spectators are invited.

The Banquet will be at 6:00 at the Brooklyn Center Civic Center, 6301 Shingle Creek Parkway N., 100 & 694 near K-Mart. The cost is $5.00 per person. Please call Betty Ketter at 612-561-2208 if you plan to attend.

PICK THE WINNERS CONTEST

Before the race starts, submit a contest entry form with your prediction of the first five teams, in the order they'll finish. A medallion will be awarded to the most accurate list.

PRIZES & AWARDS

1st Team . . . .Ketter Memorial Traveling Trophy
1st Men's Amateur. . . . . Medallion
1st Mixed Couple . . . . . Medallion
1st Women's Team. . . . . Medallion
1st Junior(under 19) . . . . . Medallion
1st Canoe with 6 persons or more. . . . . Medallion
1st Solo Canoe . . . . . Medallion

PRIZES	*PRIZES DONATED BY*
1st $200.00	. . . . . Jensen Canoes
2nd. . . . $150.00	. . . . Voyageur Canoes
3rd . . . $110.00	. . . Hidde Angle Paddles
4th $90.00	. . . . . Ketter Canoeing
5th . . $80.00.	. . . Straight River Canoeing
6th $70.00	. . . We–no–nah Canoes
7th	. . . . . $60.00
8th	. . . . . $50.00
9th	. . . . . $40.00
10th	. . . . . $30.00
11th	. . . . . $20.00
12th	. . . . . $20.00
13th	. . . . . $20.00
14th	. . . . . $20.00
15th	. . . . . $20.00

Guaranteed prize list. If sponsor cooperation allows, prizes will be increased.

250 MILES IN 3 DAYS

Grand Rapids is 250 miles from St. Cloud. On a three day early season training run Jeff Howe and Karl Ketter made the distance at an average of 7 mph – including rest stops. They call this Long Slow Distance (LSD).

On their training trip Karl & Jeff passed a small sign on the west bank of the Mississippi about two hours from Palaisade. It read "Adams, MCA" and had the crossed paddles and canoe of the MCA logo. A friendly couple waved and wished the racers luck. With four hours of strokes ahead they couldn't stop but would like to thank these people for their friendly gesture. Canoes should stop and say hello to these generous folks. Betty Ketter remembers the Adams for the help and interest they showed to the racers in Aquatennial Canoe Races of the 1940's and early 50's,

PEOPLE

Pam Hassel spent some time in the hospital this spring. Hope she'll be back on the Rum soon.

Mike Bohannan made his first Rookie Racer meeting. He had to wrap his cast in baggies and an extra life jacket.

ROOKIES

Between three and six teams have appeared for Wednesday night Rookie sessions. They meet at the Braodway Bridge at about 6:00. Call Karl at 636-8116 for information. After a quick run the paddlers have been taking coffee, goodies and small talk. Old Pro's are invited to paddle down from Betty's (50 minutes) and join the group – if you can weather the competition.

The Marathon Chapter has two racing canoe designs available to Chapter members for $5.00 each. One meets USCA specifications and the other is a competitive 3+27 International racer. Contact Karl Ketter (612-636-8116) 1957 Lake, Roseville, MN 55113.

KETTER Canoeing INC.
101 - 79th AVENUE NORTH
MINNEAPOLIS, MINNESOTA 55430
PHONE 612-561-2208

TRAVELS WITH THE EDITOR

Jerry Hidde lives and works at his home in the beautiful wooded rural area northwest of Elk River. The wall of his office is covered with trophy after trophy, indicating much more than average ability as a marathon racer. And, in a carefully built shop, layed out for just two purposes; building canoes and constructing paddles, Jerry builds the lightest, most beautiful angle paddles I've ever seen.

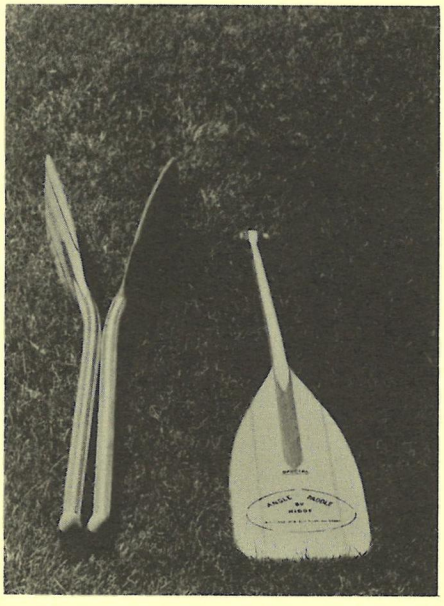
On the day of my visit an air conditioner kept the 90 degree heat outside the shop. Power tools lined the walls, at least fifteen of them, several mounted on inventions that came from the fertile mind of a man whose ambition is now to build the finest angle paddle available at a reasonable profit.

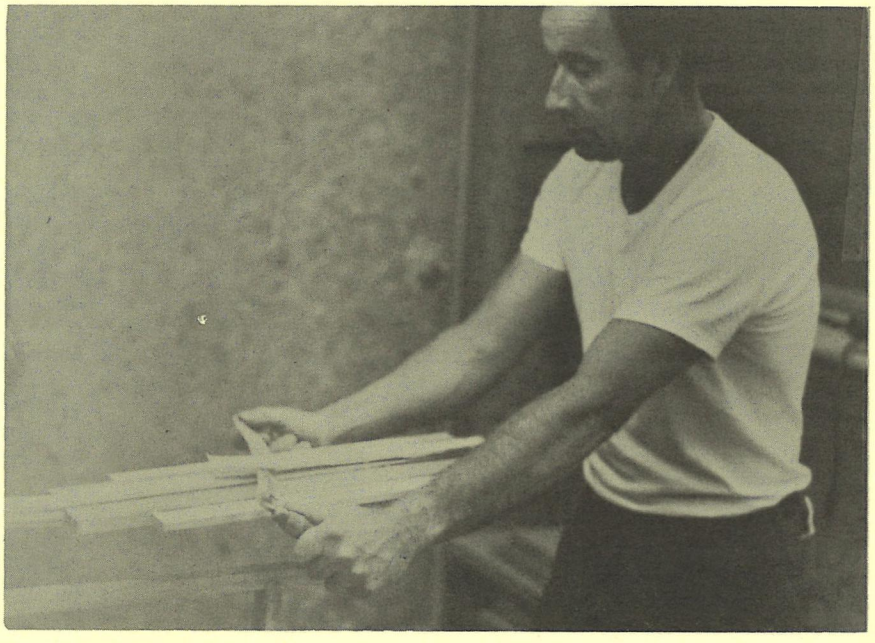
The advantage of an angle paddle is that the paddler can more efficiently put his whole body into the stroke, not just his arms and shoulders. Also a paddler's greatest strength comes near the end of the stroke; with a straight paddle the blade is coming up and the effort is going into lifting water upward. With the angle paddle, the blade (bent forward) is closer to perpendicular to the water at the point of greatest strength and the effort goes into propelling the canoe forward, not downward.

Jerry's paddles are laminated from various woods selected to provide light weight with beauty. They are made to be used and though during the winter mine is going to rest in a special corner of my office. He'll make paddles at any angle, any blade shape, any hand grip that a buyer desires. His "balsa special", where balsa wood is used in the blade in a sandwich with fiberglass seems almost lighter than air. Yet, special touches by the master like phenolic inserts give them an astonishing strength.

Considering the work and skill that goes into an angle paddle by Hidde the price of one of his off the shelf paddles at $35.00 can be considered a reasonable investment.

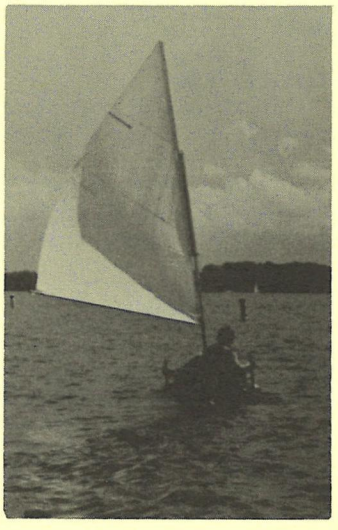
L.M.





Finished Hiddle paddles. Balsa Special at right. Jerry Hiddle removing excess wood from a paddle with a draw knife.





Scott Miller sails his fathers 18 foot stripper on White Bear Lake. It leaves all the "fish" boards far behind.

MODERATELY USED TRAVEL ZONES:

Travel Zone 1

The International Boundary is well used by motorboats. Little Vermilion Lake receives light overnight camper use, while Loon Lake receives moderate to heavy overnight use.

Travel Zone 2

This is Lac La Croix. Early season use concentrates near the east end. Mid-summer use is fairly heavy on each end and somewhat lighter in mid-lake. Due to the size, configuration, and number of islands, a secluded campsite is usually available.



Painted Rocks Lac La Croix

Travel Zone 7

The Basswood River area (from Basswood Lake to the Pictured Rocks on Crooked Lake) is crowded from the opening of fishing season to early September. The area from Pictured Rocks to Wednesday Bay is crowded on the weekends of the opening of fishing season and Memorial Day. Use of the travel zone during the last week of July and first two weeks of August is heavy and unoccupied campsites may be difficult to find. The bays of Crooked Lake offer seclusion for those willing to travel off the main route.

Travel Zone 10

Fourtown and Horse Lakes receive heavy use from the opening of fishing season to Labor Day.

There is a great deal of airplane noise in the vicinity of these lakes due to airplane landings just outside the BWCA boundary. Motors are allowed only on Fourtown Lake.

Travel Zone 15

Use during mid-August is very heavy and is moderate during the remainder of the season. Kekekabic Lake and the west end of Spoon Lake receive very heavy use from mid-July through August. The smaller lakes tend to be more lightly used than Kekekabic Lake. Mid-week use of this travel zone tends to be higher than weekend use. Moose Lake provides most of the entries to this travel zone.



RED (NORWAY) PINE
(Pinus Resinosa)
2 long needles



WHITE PINE
(Pinus Strobus)
5 medium length needles



JACK PINE
(Pinus Banksiana)
2 short, curved needles; closed cones

Travel Zone 20

Memorial Day weekend, mid-June, mid to late July, and mid-August are the heavy use periods in this zone. A State of Minnesota public access and parking area on Snowbank Lake opened in 1974.

Travel Zone 23

This zone receives light to moderate use throughout the summer.

Travel Zone 24

This is a large zone with relatively small amount of development (21 campsites). Campsites receive moderate to heavy use during late July and August. Portages are long and numerous.

Travel Zone 25

This travel zone receives moderate use from mid-July to early August and then heavy use until late August. The remainder of the year has light to moderate use. Weekday use is generally heavier than weekend use.

Travel Zone 29

Little Saganaga and Gabimichigami Lakes are overcrowded during much of the summer season. Similar, but smaller lakes to the east receive little use. Most feature fine lake trout fishing.

Travel Zone 30

The portages to Tuscarora from Round Lake are rugged but worth the effort. Tuscarora is on a motor route, but outboard motors are rarely seen on the lake.

Travel Zone 32

This zone receives moderate use overall. Sawbill, Alton, and Cherokee Lakes are heavily used, often by large groups. Most campsites are full during the latter part of July and most of August. Bear problems are common. Access is primarily from Sawbill and Baker Lakes. Entry rates at Sawbill are moderate to heavy while being light at Baker.



SPRUCES

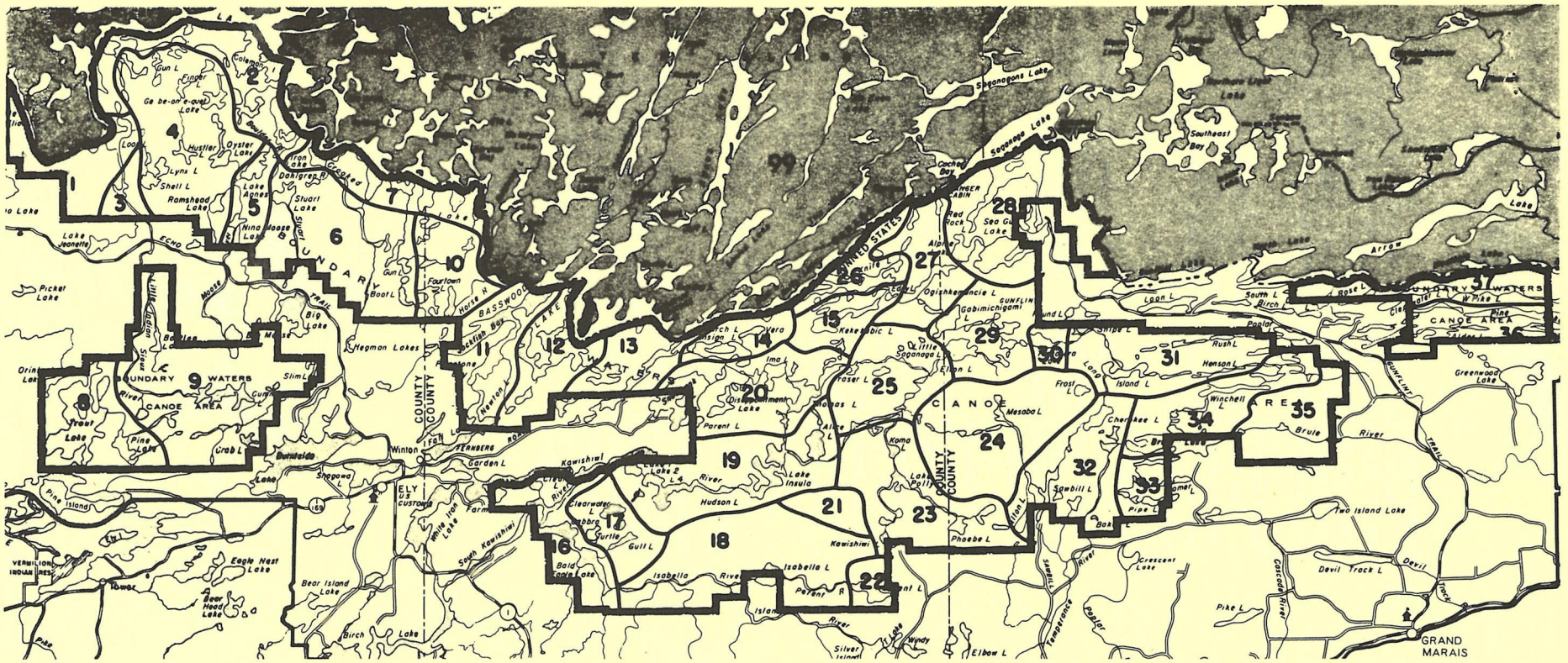
White Black
Twigs not hairy — (Use magnifier) — twigs hairy

Needles square in cross section, pointed
Short single needles (less than 1¼ inch)



BALSAM FIR

Needles, flat, blunt or notched at end-two ranked on twig except vigorous new growth



BWCA ENTRANCE POINTS

(Numbered West to East)

1. Trout Lake (from Vermilion)
2. Phantom Lake
3. Clark Lake
4. Crab Lake (from Burntside)
5. Cummings Lake Trail 163 (and Coxey Pond)
6. Slim Lake
7. Big Lake
8. Big Moose Lake
9. Little Indian Sioux River (south of Echo Trail)
10. Norway Trail 167
11. Oriniack Lake
12. Little Vermilion Lake (Crane Lake)
13. Little Vermilion Trail 168
14. Little Indian Sioux River (North of Echo Trail)
15. Sioux-Hustler Trail 166 165
16. Moose River
17. Portage River
18. La Croix Trail 162
19. Stuart River
20. Angleworm Trail 159
21. Fourtown Lake
22. Horse Lake
23. Range River
24. Fall Lake
25. Moose Lake (Fernberg Road)
26. Wood Lake
27. Snowbank Lake
28. Kekakabic Trail
29. North Kawishiwi River (Triangle Lake)
30. Lake One
31. Farm Lake
32. South Kawishiwi River
33. Nickel Creek
34. Island River
35. Isabella Lake
36. Hog Creek (Perent Lake)
37. Kawishiwi Lake
38. Sawbill Lake (and Alton Lake)
39. Baker Lake
40. Homer Lake
41. Brule Lake (and Juno Lake)
42. Ball Club Lake
43. Bower Trout Lake (Lower Trout Lake)
44. Dislocation Lake (and Ram Lake, Rum Lake)
45. Morgan Lake
46. Swamp Lake
47. Lizz Lake (from Poplar Lake)
48. Meeds Lake (from Poplar Lake)
49. Skipper Lake (from Poplar Lake)
50. Rib Lake Trail 143 (and East Dawkins Lake)
51. Ham Lake
52. Round Lake (and Missing Link Lake, Tuscarora Lake)
53. Brant Lake
54. Seagull Lake
55. Saganaga Lake
56. Gneiss Trail 145
57. Magnetic Lake (from Gunflint Lake)
58. South Lake
59. Partridge Lake (and South Lake Trail 128)
60. Duncan Lake
61. Daniels Lake
62. Clearwater Lake
63. Caribou Lake (and Deer Lake, Moon Lake)
64. East Bearskin Lake
65. Trap Lake
66. Crocodile River
67. Stump Lake (and Stump Lake Trail 121)
68. Pine Lake (from McFarland Lake)
69. East Pike Lake
70. Moose Lake (and Lilly Lake to Mountain Lake)
71. Canada

U. S. DEPARTMENT OF AGRICULTURE
FOREST SERVICE
John R. McGuire, Chief

BOUNDARY WATERS CANOE AREA
SUPERIOR NATIONAL FOREST

MINNESOTA

JANUARY 1973

SCALE
5 0 5 10 15 Miles

LEGEND

- Boundary Waters Canoe Area Boundary
- National Forest Boundary
- Main Highway
- Good Road
- (61) U. S. Route
- (37) State Route
- Ranger Station
- Travel Zone Boundary
- 18 Travel Zone Number

Supervisor's Headquarters, Duluth, Minnesota
Regional Headquarters, Milwaukee Wisconsin

Compiled and drafted at the Regional Office, Milwaukee, Wisconsin 1965

LIGHTLY USED TRAVEL ZONES:

Travel Zone 4

The Shell to Oyster Lake route, Ramshead Lake, and Heritage Lake are heavily used. The remaining portions of the zone are lightly used.

Travel Zone 6

A lightly used travel zone where motors are not permitted. The Stuart River portage and Angleworm Trail are long (1½-2 miles) portages, but provide direct access to this travel zone.

There is a great deal of airplane noise for the lakes near Fourtown Lake.

Travel Zone 9

This is a lightly used area with only the Crab-Cummings area getting moderately heavy use.

Travel Zones 16 and 17

Use is light to moderate, except in travel zone 16 during Memorial Day weekend. Campsites in bays and off main travel routes are more likely to be available than those close to portages or adjacent to main travel routes.

Lake One, Farm Lake, and South Kawishiwi River are the main entrance points. The public landing on Farm Lake is a very lightly used access point but provides excellent launching and parking facilities.

Zone 17 is a no-motor zone.



Branchlet

WHITE CEDAR

White cedars vary greatly in appearance from twisted veterans leaning over the water to straight and stately trees on moist hillsides.



TAMARACK

Clusters of many needles. Needles turn yellow and drop in fall. Usually found in bogs.



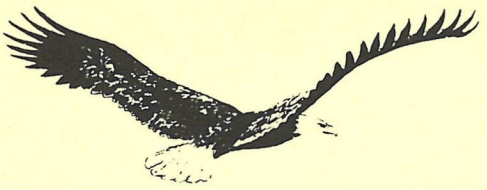
Travel Zone 18

Zone 18 is a large block of land containing many isolated lakes but only two canoe routes -- both rivers. The Isabella River is the best known and provides a high quality trip with a good opportunity to see moose. Entry is at Forest Center or the Island River, and most trips are down river through Bald Eagle Lake to the South Kawishiwi River.

The second route is the Parent River. Low water is often a problem, but worth the effort if you want to be alone.

Lakes in this zone are good for walleye and northern.

Total use of the zone is light.



Travel Zone 22

Access is by Hog Creek, a two-mile trip that may be difficult during low water. The light use of this zone is equally divided between motorcraft and paddle canoes. Heavy use occurs during the opening of fishing season and major holidays. Weekday use during the summer is light.

Travel Zone 31

This zone is entirely non-motorized and features many remote lakes. Several of the portages are rugged. Use is light with the exception of Long Island Lake which has moderate use in July and August.

Travel Zone 33

This is a small zone suited for two or three day trips. It is located on the external boundary of the BWCA. Primary access is by either Homer or Brule Lakes. Homer Lake entry receives light use while Brule is moderately to heavily used.

Travel Zone 34

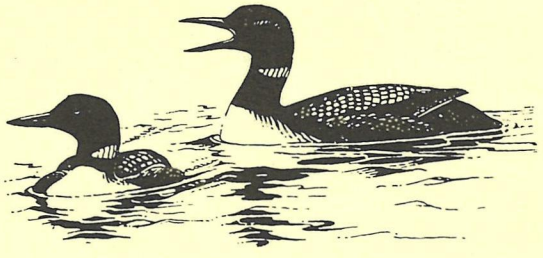
A very desirable route for both scenic and fishing purposes. This zone receives relatively low use considering its qualities. Most portages are easy. Gaskin, Horseshoe, and Brule are good walleye lakes while Winchell and Gaskin have northerns. Brule is the only lake which receives much motor use. Caribou Lake does receive fairly heavy use throughout the season.

Travel Zone 35

Several portages in this zone are difficult and most lakes are small. Fishing is unpredictable.

Travel Zones 36 and 37

Motors are common on East Bearskin, Clearwater, and Pine Lakes. Use is heavy on Mountain Lake during late May and early June. The remaining lakes experience light use. Both zones are very scenic with several large rock outcrops. Fishing for walleye and lake trout is generally good.



Loons—Night Voices of the Wilderness
W. J. Breckenridge—Reprinted from THE NATURALIST

Building

BUILDING WITH EPOXY

by Brian L. Patterson

I recently found an article which should be interesting to strip canoe builders in the MCA. It gives results of tests of various boat building materials.

The tests were made on surfaces of 10 oz. glass and 4 oz. Versatex, applied to mahogany plywood, using marine quality polyester and Chem-Tech L-26 epoxy. The tests were run under ideal conditions, to the highest commercial quality control standards by a professional testing lab. The impact test was done with a 5/8 in. ram, and the abrasion resistance test by wet sandblasting at 85 psi, from 1 in.

The conclusion is clear; the material most of us have been using is not as tough as other materials that are available. A few MCA Builders are already using epoxy for canoes, encouraged by the toughness of the kayaks built by the Cascaders. Lew Miller uses epoxy regularly to save weight, and because it doesn't darken the color of the wood. Larry Johns, an experienced kayak builder, uses it for extra durability in his racing canoes. Both men are convinced that epoxy is well worth the extra trouble and expense.

There are definately problems that builders using epoxy must face. I have found that runs are a serious problem. A builder can walk away from what looks like a perfect job, to find it covered with runs and craters the next morning. Epoxy is toxic, and users should wear plastic gloves and protective cream. Many also wear respirators. MCA epoxy is fairly thick, and doesn't penetrate the fabric nearly as easily as polyesther. Finally, with its great abrasion resistance, epoxy is hard to sand and does wear out sandpaper in a hurry.

These problems can all be overcome by the determined builder. Many manufacturers use it for years with no skin reactions, by using very careful work practices. At a greater cost than MCA resin, a person can use commercial resins for the boat building trade, which penetrate better and run less. The adventurous can buy additives for the MCA epoxy. Commercial products, such as L–26, claim to ber very safe and non-toxic.

Costs of epoxy vary, from $22 per gallon from the MCA to about $45 from Chem-Tech. Because you can build with lighter cloth, you don't need as much as you would of polyester.

Versatex, a brand of polypropylene, is the same material used in those tough, floating water ski tow ropes. It is tough, but it's also so light that it will float on the resin. Kayak builders who have used it say it is a real problem. On the outside of a canoe, where it could be pulled tight and held down, it should work well. It takes up a lot of resin, so it would probably make a tough but heavy canoe. I'd like to know if anyone tries it.

I'm almost finsihed with my first epoxy and glass canoe. It has been hard, with a lot of runs, and a lot of hard sanding. I think I will be payed off with a very abrasion resistant canoe. I'd like to see someone build a white water boat with epoxy and polypropylene. I may even try it myself.

Editors note: Now that the subject of epoxy vs. polyester has been mentioned I hope some of you who have been experimenting will share your results. We need to hear from the kayak builders most of all.

Material	Impact Fail Force Inch/Lbs.	Abrasion Resistance Seconds
Epoxy/Glass	70–80	15
Polyester/glass	30	2
Epoxy/Versatex	140	30
Polyester/Verstaex	120	30

FRIENDLY LETTERS

Dear Lew Miller,

I have a few comments concerning MCA.

First, I really enjoy getting "HUT!" on a more regular basis. Not only has the quantity improved, but the quality also. One thing I would like to see is reprints of old articles describing rivers in Minnesota and Wisconsin. There are three articles in particular. One was about the Apple River (by Joe Conrad), another was about the Sauk River, and the last was about the Wolf River. Overall, you've been doing a fine job.

Second, I like your idea of sending reminder notices about membership. I almost always renew, and am almost always a month or two late. This is exactly what I needed to get me going.

Jim Colten
1760 Tatum
St. Paul, MN 55113

Thanks Jim – you can write any time. You'll note we've changed format a little this month and reprinted some information on the BWCA that has been requested many times.

In case you've forgotten when your membership ends:

Several numbers appear just above your name on the mailing label that brought you your Hut. Their meaning is simple: to tell each member of the MCA when his membership needs to be renewed. If, for example, those numbers are 7806, then your membership expires in June 1978.

RUSSIAN TEA MIX

2 c. Borden's Instant Breakfast Drink (orange)
½ c. Instant tea powder (unsweetened)
1c. Sugar
1 Pkg. Wyler's lemonade mix (1qt.size)
½ t. ground cloves
1 t. ground cinnamon

Add 4 to 6 tablespoons of this mix to your quart thermos, pour in boiling water, and then add a little rum to suit your taste. It doesn't take much rum to improve the flavor a lot! (The rum IS optional - Ed.)

Nobody's been able to tell me where this drink got its name, though some folks say they've see Trotskyites dancing on their decks to the music of Rimsky–Korsakov after a few cups, so y'all be carefull, hear?

–Bob Hammond
Washington Kayak Club Newsletter

THE TRADING POST

Items for The Trading Post should be mailed to:

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Lew Miller
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Lino Lakes, MN 55014

Your ad will only run for one month and is free to members. HUT editors reserve the right to determine if ads are for a commercial venture and to charge the rate for space used.

WANTED

Give your old strong back and forms to the MCA to help others build their own canoe. Bob 432-7557

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Mark is not new to the rediscovery of America. In 1974, he bicycled 2,500 miles, from Green Bay, Wisconsin to the West Coast. In 1975, he canoed 2,800 miles from Forsythe, Montana, via the Yellowstone, Missouri, and Mississippi Rivers, to New Orleans, Louisiana. Then in 1976, he completed 1,957 miles of the Pacific Crest Trail from the Mexican Border to north of Mt. Ranier, Washington. And in 1978 the challenge of the Lewis and Clark Trail. He will attempt to complete the entire trail by purely physical methods, and will keep a complete written and photographic record of the journey.

Those wishing to help Mark to complete this odyssey may do so by donating $5.00 or more for the purpose of meeting trip expenses. In return you will receive a copy of our monthly newsletter containing and account and photographs of the trip.

For further information, write to Mark McCorkle or Dennis Heyrman:

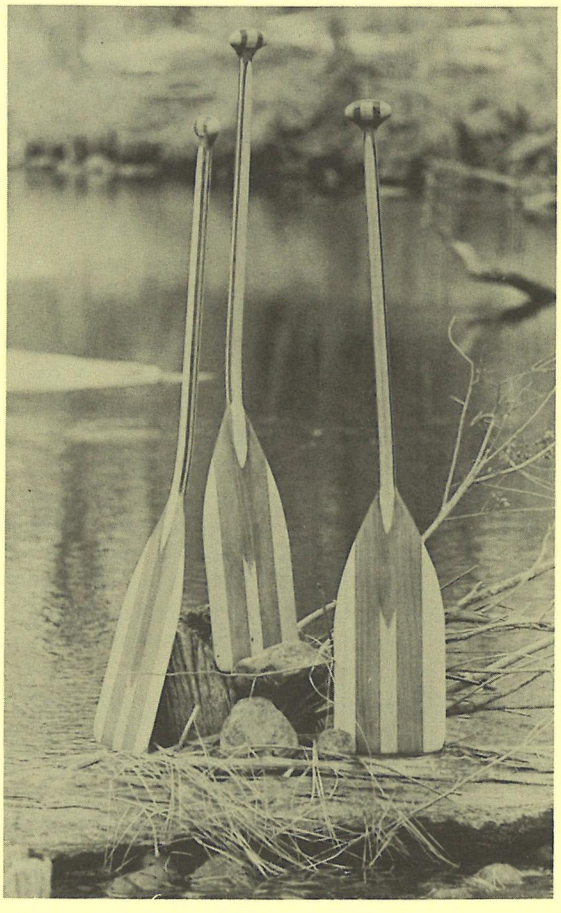
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